

OVERLAND CHINA MAIL
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Contains the Week's News
of Hongkong and the
Far East.
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any part of the world
\$3 per annum.

The China Mail.

YOUR PRINTING
can safely be left with the
CHINA MAIL.
SATISFACTION ASSURED.
REASONABLE PRICES.

June 13, 1921, Temperature 83.

ESTABLISHED 1845
Barometer 29.69 Rainfall 0.00 inch

Humidity 79.

June 13, 1920, Temperature 76.

No. 18,283.

一拜禮

號三十月六年一十二百九千一英

HONGKONG, MONDAY JUNE 13, 1921

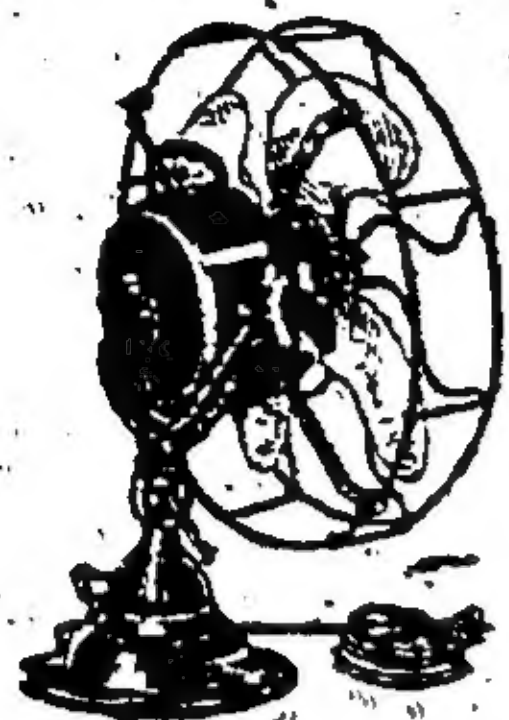
日八初月五酉辛次歲年十國民華中

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BUSINESS NOTICES

FANS.

BE PREPARED FOR THE HOT WEATHER.
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)

Open and Closed

CARS FOR HIRE

TEL. 482. 3552 in Hongkong and Kowloon. TEL. 482. 3552

Dana Textile Driving Belts,
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FROM

THE DANISH CHINESE COMMERCIAL CO., LTD.

1A, Chater Road.

TO SMOKERS.

In spite of falling exchange and also
of higher duty, we can supply you
the following cigars at moderate prices.

LA TRAVIATA MANILA CIGARS.

Excelentes	\$4.50 25s	B. Victoria	\$9.00 100s
Especiales	3.50 25s	do.	4.75 50s
Jockey Club	4.50 25s	Londres	4.50 100s
Perfectos	3.00 25s	do.	2.50 50s

TABAQUERIA FILIPINA,

38 Queen's Road Central.

ROUYER, GUILLET & CIE. COGNAC.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

DISCRIMINATING buyers look for a combination
of good taste and quality
when purchasing a
DIAMOND-WRIST-WATCH.
We have just received a
SPLENDID ASSORTMENT to meet
the most fastidious taste.
Every watch as SMALL as it is
is FULLY GUARANTEED.

ULLMANN & CO.
HONG KONG.

TO-DAY'S CABLES.

(Router's Service to the China Mail)

GREEK SHIPPING DISASTER.

LOSS OF LIFE VERY HEAVY.

ATHENS, June 12.

It is now stated that the "Boubolina" was requisitioned by the Greek Government. Only 21 passengers, five Greek soldiers, and eight men were saved.

EXPRESS TRAINS COLLIDE.

TWENTY KILLED AND EIGHTY INJURED IN SPAIN.

MADRID, June 12.

Twenty persons were killed and 80 injured in a collision between the express trains from Madrid and Toledo.

BELGIAN COTTON WAGES REDUCED.

BRUSSELS, June 12.

The closing of the cotton mills at Ghent was averted by the men consenting to a reduction of wages.

BELGIAN CROWN PRINCE.

COMING VISIT TO JAPAN.

BRUSSELS, June 12.

The *Libre Belgique* announces that the Belgian Crown Prince Leopold shortly visits Japan.

FRENCH FAITH IN VERSAILLES TREATY.

PARIS, June 12.

At the opening at Geneva of the International Congress of Societies for the League of Nations, the Rector of the Paris University, the French delegate stated that the present international difficulties could only be solved through the Versailles treaty. —Havas.

JAPANESE CROWN PRINCE.

EMBASSY DINNER TO FRENCH PRESIDENT.

PARIS, June 12.

The Japanese Crown Prince was the guest at luncheon at Chantilly of the Franco-Japanese Society. The Prince gave a dinner at the Japanese Embassy in honour of the French President and Madame Millerand. —Havas.

AN ANGLO-FRENCH ALLIANCE.

PARIS, June 12.

Reports unofficially circulated in France and England about a possible Anglo-French Alliance are receiving wide and favourable comment by the French press. —Havas.

OPIUM SMUGGLING.

A NOVEL METHOD.

CHEST ANCHORED IN HARBOUR.

A novel method of smuggling illicit opium was brought to light last night when a chest containing 292 lbs of the drug was found anchored to a large stone in the bed of the harbour about 50 yards from Tinik Stone Pier in Wanchai. The haul was made as the result of certain information received by Chief Preventive Officer Watt, who set out at dusk with Chinese revenue officers in a motor boat to search for the hidden opium. Dives were repeatedly made without result, and just as the search was about to be given up after an hour's strenuous work, one of the Chinese R.O.s located the chest. It took many more dives to sever the chest from the stone and lift it with ropes. The opium is described as of excellent quality and valuable. Detectives were put on duty on the pier all night to wait for the smugglers, but apparently they had received warning, for they did not come. There is no clue as to where the opium came from or who the smugglers are, but the police hold the opinion that they are members of a diver gang responsible for most of the smuggling in Hongkong.

HUNG HOM STATION.

MAY BE ABOLISHED.

In reply to an inquiry by a *China Mail* reporter to-day Mr. Winslow, the general manager of the British Section of the Kowloon-Canton railway said that the closing of Hung Hom Station was due to the fact that the building was hopelessly out of repair. "It was only a temporary structure and the question of abolishing the station altogether was being considered."

One case of plague, one case of diphtheria, and one case of scarlet fever, all Chinese, were reported on Saturday, also one case of enteric fever, British.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Yatshing," Captain D. Skinner, 1,424 tons, arrived this morning at 6 a.m., from Singapore with 750 tons of general cargo and 129 bags of mail.

The s.s. "Canada Maru," Capt. M. Sekiyo, 5,759.79 tons, arrived this morning at 6.15 a.m., from Nagasaki with 247 tons of porcelain and 27 bags of mail.

The s.s. "Scanning," Capt. H. A. Wavell, 1,570 tons, arrived this morning at 6.45 a.m., from Amoy with 630 tons of general cargo.

The s.s. "Tikini," Capt. J. E. Baye, arrived this morning at 7 a.m., from Amoy with 3 bags of mail.

DEPARTURES.

The s.s. "Shinfoo," Capt. Foyns, sailed for Foochow at noon to-day with 800 tons of general cargo.

The s.s. "Mentor," Capt. Haselard, sailed for Yokohama, via Shanghai at 4 p.m. to-day.

The s.s. "Kueichow," Capt. Ritchie, sailed for Tientsin via Weihaiwei at 5 p.m. to-day with 1,500 tons of general cargo.

The s.s. "City of Madras," Capt. Gray, sailed for New York via Hilo at 6 p.m. to-day with 580 tons of general cargo.

CLEARANCE.

The s.s. "Pakwa," Chl., cleared to-day and will sail for Hothow at daylight to-morrow.

The s.s. "Tasmania," Chl., cleared to-day and will sail for Hothow at daylight to-morrow.

The s.s. "Chusan," British, cleared to-day and will sail for Bangkok via Swatow at 11 a.m. to-morrow.

The s.s. "Hailong," British, cleared to-day and will sail for Foochow, Amoy, via Swatow at noon to-morrow.

The s.s. "Mechan," British, cleared to-day and will sail for London via Swatow at noon to-morrow.

The s.s. "Palawan," British, cleared to-day and will sail for London via Swatow at noon to-morrow.

THE DOLLAR.

To-day's closing rate 2/7 3/8
To-day's opening rate 2/7 3/8

SPECIAL CABLES.

JAPAN ALLIANCE.

CHINESE CHAMBER OF COMMERCE PROTESTS.

A BOYCOTT THREATENED.

[China Mail Special.]

SHANGHAI, June 13.

The Chinese Chamber of Commerce has telegraphed broadcast all countries protesting against renewal of the Anglo-Japanese Alliance in any form whatsoever. The Chamber has also sent telegrams to *The Times*, the *Manchester Guardian*, and the *Daily Herald* embodying a threat of retaliation against Britain by means of a commercial boycott in the event of renewal. Other Chinese commercial bodies have similarly telegraphed various publications pointing out that the Alliance is calculated to aid the scheme of Japanese Far Eastern expansion.

PEKING WAR LORDS.

STUDENTS' DENUNCIATION.

A CHINESE REIGN OF TERROR PREDICTED.

[China Mail Special.]

SHANGHAI, June 13.

The National Students' Union has sent long telegrams to similar bodies and other organizations in each province denouncing the war lords and characterizing the Peking Government as a bogus administration under Japanese control opposed to the people's will and predicting the application in China of the French reign of terror.

VLADIVOSTOK COUP.

YOURIN BLAMES JAPAN FOR SIBERIAN UNREST.

[China Mail Special.]

SHANGHAI, June 12.

Mr. Yourin, the Foreign Minister of the Far Eastern Republic has addressed a note to the Japanese Government and people accusing Japan of responsibility for the Vladivostok coup and Siberian unrest generally.

\$5 FOR BLACK EYE.

HUSBAND ASSAULTS WIFE.

AFRAID TO RETURN HOME.

An ugly blackeye formed part of the evidence a Chinese woman brought against her husband before Magistrate Lindell this morning when she charged her spouse with assault. She said that her husband and some friends celebrated the dragon boat festival with plenty of samshu. When he became quarrelsome in his cups, she remonstrated with him, only to receive a black eye and to be kicked downstairs.

The husband said that it was the wife who got drunk. She abused him in the presence of his friends. When he told her to be quiet, she struck him and then ran to the staircase and blew a police whistle. She could not stand straight and fell down the stairs, receiving the black eye in the fall. He did not touch her.

After examining the woman's eye, the Magistrate decided that it must have been caused by a fist, and fined the defendant \$5.

Defendant was also ordered to pay his wife \$5 compensation.

The wife: What shall I do now. I dare not return home. He might kill me for bringing him to Court.

The Magistrate referred her to the charge-room Inspector.

Among the passengers who left by the Pacific Mail s.s. "Columbia" on Saturday for San Francisco were Dr. N. Bercovits of the American Presbyterian Mission at Hailan, with his wife and three children; Mr. F. L. Reed, assistant manager of the Standard Oil Co., Saigon, returning home on vacation; Mr. F. J. Hobson, Jr., representative for China of the American Metal Co., New York; Mr. Wm. J. Carroll, manager of Carroll Bros., Hongkong, with Mrs. Carroll, on a pleasure trip to the States; Capt. W. R. Private Secretary to H.E. the Governor of Hongkong; Dr. P. R. Fellow of the American Presbyterian Mission at Hailan; K. W. W. and Mrs. W. W.

BUSINESS NOTICES

Raincoat Specials. FOR ONE WEEK.

Mattamy Raincoat	Reg. \$30.00	To-day \$25.00
Currie's Light & Heavy Quality	Reg. \$48.50	To-day \$40.00
Anderson Heavy Quality	Reg. \$38.50	To-day \$30.00

All sizes in stock. All Coats are guaranteed New Stock and Waterproof.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road. Telephone 29.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

Tel. 845. 22, Queen's Road. Tel. 845

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Graeco-Egyptian Tobacco Store.

Or from

The Gledale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

ESTABLISHED 1900.
TELEPHONE 2843.

TAILORING

DISS BROS.
ALEXANDRA BUILDINGS.

JUST RECEIVED

A LARGE CONSIGNMENT OF

KODAKS

FILMS & ACCESSORIES

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DEVELOPING & PRINTING

BY EXPERTS

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UNIVERSAL PROVIDERS

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THE FOX PORTABLE.

Best Machine in the World.
INSPECTION AT A. TACK & CO.
HALL, LAW & CO., Sole Agents.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 234.

Tel. 232.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.
Coal Contractors
General Brokers.
PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,
(For account of the concerned),

TUESDAY,

June 14, 1921, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Lee House Street.

AN ASSORTMENT OF
Superior Household Linens, &c.,
Comprising—
Sheeting, Pillow Cases, Bed Valances,
Table Cloths, Serviettes, Glass and
Kitchen Cloths, Bath Sheets and
Towels, Handkerchiefs, Ladies' and
Gent's Handkerchiefs,
&c., &c., &c.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 9, 1921.

(For account of R. J. HUNTER, Esq.)
on
WEDNESDAY,
June 15, 1921, at 10.30 a.m.,
at 58, Nathan Road, Kowloon.

THE
Valuable Household Furniture,
Comprising Bedroom and Dining Suite,
China Glass, Cutlery, &c.

(Full Particulars from Catalogue).
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 8, 1921.

Clover's
Famous
Dog
Remedies
Learn the Cure and Prevention of
the diseases of your dog.
Book on "Dog Diseases and How to Feed"
Sent free on request.
H. Clay Clover Co., Inc.
118 West 31st St.
New York, U.S.A.
Agents: HILL & PATTY
4000 Lee, Hong Kong

FANCY DYEING
IN
SHADES
TO MATCH YOUR
COSTUME

Stockings, Laces, Nets,
Chiffons, Fringes,
Braids, Tassels, etc.

Our established reputation
as Expert Dyers insures per-
fect matching of shades and
proper treatment of delicate
or rare expensive fabrics.

ALFRED HARDY & CO.

DYERS
and
DRY
CLEANERS

Agents:
DISS BROS. TAILORS.

MARTIN'S
APOLASTER
PILLS
A French Preparation for
the treatment of
all the diseases of
the urinary system
and of the prostate
gland.
It is a powerful
diuretic and
antiseptic.
It is sold in
bottles of 10, 20,
30, 40, 50, 60, 70,
80, 90, 100 pills.
It is sold in
bottles of 10, 20,
30, 40, 50, 60, 70,
80, 90, 100 pills.
MARTIN'S
APOLASTER
PILLS

INTIMATIONS.

"THE BRITISH LEGION."

A GENERAL MEETING will be
held in the CHAMBER OF
COMMERCE ROOM, CITY HALL,
at 5.30 p.m. TO-DAY, the 13th of
June, of those who attended Major-
General Sir G. M. KIRKPATRICK'S
Meeting of Ex-Servicemen on April
21st, 1921, and signified their in-
tention of joining "THE LEGION," and
of those who have since joined. To
receive the Report of the General
Committee appointed at that Meeting.
Hongkong, June 8, 1921.

HONGKONG JOCKEY CLUB.

THE NEXT GYMKHANA is fixed
for June 25th, 1921.

Draft Programmes and Entry Forms
may be obtained at the Race Course,
Hongkong Club, Causeway Bay Stables,
and the Office of the Jockey Club in
Hongkong Club Annex.

Entries close Tuesday, 14th June, but
it is requested that they be sent in
earlier if possible.
Hongkong, June 9, 1921.

HONGKONG JOCKEY CLUB.

Larson Subscription Grindings.

MEMBERS wishing to subscribe for
one or more Larso Subs for the
Official Meeting 1922, (if obtainable at
about the same price as last year—
£8.000—) will please apply in writing
to the Undersecretary or sign the List
posted in the Hongkong Club, Jockey
Club Stables and the Coffee Room at
the Race Course.

As owing to Political troubles in
Mongolia there may be difficulty in
obtaining posters, an early application
is considered advisable, and it is pro-
posed to close the Lists on June the
23rd.

H. BIRKETT,
Clerk of the Course.
Hongkong, June 10, 1921.

IMPORTS AND EXPORTS OFFICE.

THIS OFFICE will in future be entirely
CLOSED on SATURDAYS at 1 p.m.
N. L. SMITH, Superintendent,
Imports and Exports.
Hongkong, June 9, 1921.

Chamber of Commerce Room
(CITY HALL).
14th & 17th June,
at 5.45 p.m.

VIOLIN & PIANO RECITAL.
Vladimir
Siroldo
Violin
Virtuoso
and
Harry Ore
Pianist Composer.
TICKETS AT ANDERSON'S
at \$3, \$2 & \$1.

St. John's Cathedral
THURSDAY,
June 16th,
at 9.15 p.m.

ORGAN RECITAL.
Vocalist:
Miss Jean Lowson.

KERMATH
Smooth and Steady.
Neither your best nor your engine
will take to pieces if your engine
is a Kermath. The Kermath has
practically no vibration; it runs
with extreme smoothness.
This is the secret of the great
dependability of the Kermath and
of the utmost economy of fuel.
4 to 10 H.P. 4 cylinder 4 cycle
Engines only.
Price: \$210-410, Delivered.
Jardine, Matheson & Co.
HONGKONG OFFICE.
Kermath Manufacturing Co.
Detroit, Michigan.
Cable Address: KERMATH.

WANT
ADVERTISEMENTS.
35 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

TO LET.

TO LET.—Apartment FURNISHED
or UNFURNISHED.—Apply "X"
care of "CHINA MAIL."

FOR SALE.

FOR SALE.—ONE or TWO LOTS of
LAND in Jordan Road, Kowloon,
about seven minutes by Road from
Ferry. For plan & further particulars
apply Box 1285, c/o "China Mail."

SALE by tender of W.D. Vessel
"HERCULES"

TENDERS are invited for the pur-
chase of the above named vessel
with Engines and Boilers and various
spare stores.

Tender forms will be issued on ap-
plication to the undersigned.
Tender forms to reach the Ordnance
Office, not later than 12 noon 12th
July, 1921.

The vessel is now lying at R.A.S.C.
Pier and can be viewed on production
of form of tender to the Officer in
charge Transport, R.A.S.C.

Particulars of the vessel are—

Steam vessel.
Displacement tonnage 170.
Length... 83 feet.
Beam... 11 feet 2 inches.
Depth... 10 feet 3 inches.
Horse Power... 320.
Knots... 10.
Working pressure per
square inch 150 lbs.

Engines by Cox & Co., Plymouth.

Vessel built at Falmouth.

Construction of vessel. Wood up to
water line, iron plated above.

Approximate carrying capacity—

25 Tons or 100 Passengers.

E. G. SPINKS, CAPTAIN,
Ordnance Officer.

R. A. O. C. Depot,
Queen's Road East.
Hongkong, June 10, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that
the management of the firm of
Messrs J. ULLMAN & CO. has been
taken over by Mr. RENE M.
ULLMAN.
Hongkong, June 2, 1921.

ECLIPSE WONDERS.

ANIMALS MISLED.

TWILIGHT AND BIRD'S EVENING
BEFORE LUNCH.

The annular eclipse of the sun on
April 8 was by general consent a
thorough success. The phenomenon
created great public interest, and the
conditions for observation were per-
fect, says a home paper of April 9.

It took place at an hour when
thousands of Londoners were on their
way to their day's work, and was
watched from trains, tramway-cars,
and omnibuses as much as from streets
and houses. There was a great de-
mand for smoked and coloured glass
and photographic negatives whether
of glass or film. Many people carried
pieces in their pockets and when-
ever they pulled them out a little
knot of spectators would gather and
ask to be allowed to borrow them.
An ex-soldier in Trafalgar Square
charged 2d. per head for a look
through his veiled glass. A cinema
firm gave away pieces of film which
served the turn equally well, and a
resourceful taxi driver smoked the
lens of his head-lamp and placed it
at the service of his patrons. Tea-
chers and pupils assembled in the
play-grounds of many schools for a
lesson on the unaccustomed sight.

Railway guards were in great
demand at Waterloo and other Lon-
don termini, for the red and green
glass on their lamps provided just
the protection the eyes required in
watching the eclipse. Interesting
effects of the eclipse included—
Reduction of the daylight to twilight
for several minutes; fall of several
degrees—in the air temperature;
Venus seen with the naked eye as a
present; Mercury as a half-moon;
sun reflections under trees seen as a
present, instead of as a circle; fall of
38 degrees Fahrenheit of the solar
radiation; birds began to sing their
evening song.

ENDED TO THE SECOND.

Officials at Greenwich Observatory
had a busy time. The largest tele-
scope is unsuitable for solar observa-
tion owing to the flood of light, but
four of the smaller instruments were
in use throughout the eclipse, and
throughout one of them, an eighteen-
foot telescope, equipped with a cross
representative saw the eclipse during
its closing phases.

Silence reigned in the Royal Obser-
vatory save for the solemn ticking
of the sidereal clock and the
gentle murmur of the mechanism
which kept the telescope moving
with the sun. The observer lay
back in a deck chair, with his head
glued to the eyepiece. Every minute
or two he leaped from his seat to
consult the clock and jot down hurried
notes.

The eclipse ended, as it had begun
within a second of the time that had
been predicted—a triumph for the
mathematical exactitude of astron-
omers when dealing with calculations
which affect billions of miles of space.
"It was a great success from a
spectacular point of view," said an
official at the Royal Observatory.

ELUSIVE ANNULUS.

Writing from Malaga, Inverness-
shire, a correspondent says—
It was all still and silent in this
little fishing village when I set out
at about 7.30 to watch the eclipse.
The sky was wonderfully clear and
blue as I left the road and climbed
one of the rain-sodden hillsides to
the south of the town. I first recog-
nized the moon through my dark
screen about 8.50; it resembled a
bite out of the sun. I heard the
sounds of bird life about 9.20. A
couple of seagulls screamed out as
they flew near by. Ten minutes or so
later I noticed that the grass and
heather-covered hill slopes in front of
me had assumed a velvety green hue
and the brown heather had become
almost black.

I had been watching for more than
an hour and a half when I felt my-
self becoming distinctly colder. I
decided to put on gloves, and was
just about to take my eye away from
the screen when I reminded myself
how easy it would be to miss the
annular phase, which would last
less than two minutes. These
thoughts were running through my
mind when a wonderful
sight was present to my gaze. The
thin crescent on the left of the sun
suddenly rushed both ways and
formed into a circle. This was the
annulus. I quickly pulled away the
screen, immediately saw Venus to
the left of the spot. She was easily
visible to the naked eye. I looked
for Mercury, but could not find him.
I took out my field glasses to look
for Venus in the west, and just as I
was about to look, a faint glimmer
of Mercury, but could not find him
with the naked eye.

GEORGES CARPENTIER.

M.P.'S CHALLENGE.

Georges Carpentier was a visitor
to the House of Commons where, as
the guest of Sir Philip Sassoon, he
occupied a seat in the special gallery.
He was introduced to the Prime
Minister, and met several of the
members, including Commander

Kenworthy, who was at one time
an amateur boxing champion of the
Navy. Commander Kenworthy, in-
vited the French boxer to meet him
in a "seconds" exhibition, sparring
contest in one of the committee-
rooms of the House, admission limited
to members of both Houses at a
guinea a head, the proceeds to be
given to French and English charities.

Carpentier, however, explaining
that he had only come to London for
a day or two en route to the United

States, where he is to box Dempsey
for the championship of the world
on July 5.

SOMETHING DEFENDABLE.

DIARRHEA is always more or less
prevalent during this weather. For
proof for it, Chamberlain's Colic,
and Diarrhoea Remedy is present and
effective. It can always be depended
upon. For sale by all Chemists and
Druggists.

extra!



—an extra wrapper
to keep the Flavor in
and the Dryness out!

You don't lose one bit of that
fresh tobacco fragrance—rich Turk-
ish blended with Barley and other
choice Domestic tobaccos.

You get fresh cigarettes—firm,
full-flavored and cool burning.
And you can't know how much better
a fresh cigarette tastes until you try
Chesterfields.

LIORNET & MEYER TOBACCO CO.

Chesterfield
CIGARETTES
They Satisfy
and the blend can't be copied

20 for 20 cents
in air-tight packages. No obtainable
in round tin of 50, vacuum-sealed.

1919



KING

1894

KING owners know their car represents the skilled
product of many years experience in manufacture for
world-wide trade. Reliable operation in 55 countries,
under every climate and road condition, has long
ago proved the all-around usefulness of this powerful
eight cylinder car.

Possessing body lines of distinctive stylization, luxurious upholstery, and
beautiful finish, the KING affords just pride to owners in many lands.
Durable construction by an old-established manufacturer, great economy of
upkeep and abundant hill-climbing power are other features of KING excellence.

Four Handsome Body Models:
7-passenger Touring Car
7-passenger (closed car) Sedan
4-passenger: Fourseater (sporting model)
5-passenger: Road-King (speed model)

ARKELL & DOUGLAS, Inc.
35 Canton Road,
SHANGHAI.

KING MOTOR CAR COMPANY, Export Department, 1670 Broadway, New York, U.S.A.

The Ideal Beverage for Tennis Parties, etc.

Watson's Formazone.

Possesses the characteristic, stimulating
and refreshing qualities of
Champagne.

Splits Per Dozen. 80 cts.

Pints " " \$1.25

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone No. 438.

Wm. **Powell** Ltd.
TELEPHONE 346WE HAVE JUST RECEIVED
DIRECT FROM PARIS, AN
EXCLUSIVE SELECTION OF

CHARMING

AFTERNOON

GOWNS.

We Specialize in

Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A WING & CO.
60, Des Vaux Road, CENTRAL.

BIRTHS.

SOUSA.—On June 6, at Shanghai.

to Mr. and Mrs. J. M. C. de

Sousa, a son.

CORE.—On June 7, at Shanghai.

to Mr. and Mrs. Charles H.

Core, a son.

GALLOP.—On June 7, at Shanghai.

to Mr. and Mrs. H. B. Gallop,

a son.

KERR.—On June 4, at Shanghai.

to Mr. and Mrs. W. H. Kerr,

a son.

MARRIAGES.

LEITAO-GRIBOVSKY.—On June

4, at Shanghai, Anna Gribov-

sky, to Eduardo Leitao.

CLARK-BRAND.—On June 4, at

Shanghai, Andrew James Clark,

eldest son of the late James

Clark, C. M. Customs, Shang-

hai, and Alice Brand of Shang-

hai.

GORDON-LANG.—On June 4, at

Shanghai, John Lockhart Gor-

don to Margaret Isabel, eldest

daughter of Mr. Archibald Lang.

DEATH.

WILSON.—At Shanghai, on June 6,

1921, Adeline Burrows, dearly

beloved wife of G. C. Wilson,

in her 71st year.

The China Mail.

TELETYPE, JUSTICE, PUBLIC SERVICE.

HONGKONG, MONDAY, JUNE 13, 1921.

AN OFFICIAL TWIST.

The official mind everywhere gets at least one queer link in it, a strange bent towards unnecessary and undesirable secrecy. It prefers to work by stealth and fluster, and to find its time. It moves in mysterious ways its wonders to perform, as the

paymaster whose wishes should be respected. It should be a voice in the choice of the time. But its bureaucrats frequently show themselves averse from so much as announcing the title of the time they have chosen.

THE JAPAN ALLIANCE.

How little the full world importance of the Anglo-Japanese Alliance is appreciated by the British public, much less by Empire statesmen, is shown in the one instance by the popular belief that renewal of the agreement affects only the high contracting parties, with the possible addition of the United States, and in the other (to take but one example) by the recent remark from the lips of General Smuts that the treaty has no overhauling interest for South Africa. Both these woefully mistaken viewpoints serve to give force to the earnest appeal made by Mr. Ormsby Gore, M.P., that all the cards should be thrown on the table and the problem be treated as a whole in the full light of day. The matter is one of vital concern not only to South Africa but to every part of the British Commonwealth—nay to the whole world—for no issue could more clearly indicate the future of the League of Nations or have a more important influence on the relations between the two greatest world forces to-day, the British Empire and the United States of America.

In an Anglo-Japanese declaration signed at Spa on July 8, 1920 and forwarded by the British Foreign Office and the Japanese Government to the Secretariat of the League of Nations for registration it was announced that the governments of the two countries had come to the conclusion that the existing Anglo-Japanese Alliance "though in harmony with the spirit of the Covenant of the League of Nations" was not entirely consistent with the letter of that Covenant, "which both governments earnestly desire to respect." Accordingly they had the honour jointly to inform the League that they now recognised the principle "that if the said agreement be continued after July, 1921 it must be in a form which is not inconsistent with that Covenant." These views, at first sight so admirable, unfortunately acquire a note of insincerity, if not actual hypocrisy, when read together with the treaty, not one provision of which could not be safely left to the League. Indeed, what is even more fatal to these noble sentiments, certain of the main provisions would seem to usurp the peculiar functions of the League, notably several of the following stipulations:

"The consolidation and maintenance of the general peace in the regions of Eastern Asia and of India; (b) the preservation of the common interests of all the powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China. (a) The maintenance of the territorial rights of the high contracting parties in the regions of Eastern Asia and of India, and the defence of their special interests in the said regions."

As any revision of the treaty to make it consistent with the spirit and letter of the Covenant must inevitably eliminate provisions that presume to govern the independence and integrity of a nation without reference to the League, much less to the country concerned, the only plausible excuse left for renewing an alliance never popular at home and frankly offensive to India and Australia, is contained in the following Article 2—

"If by reason of an unprovoked attack or aggressive action wherever arising on the part of any other Power or Powers, either high contracting party should be involved in war in defence of its territorial rights or special interests mentioned in the preamble of this agreement, the other high contracting party will at once come to the assistance of its ally, and will conduct the war in common and make peace in mutual agreement with it."

With Russian and German aspirations in the Pacific finally dead, this clause, probably the most profitable cause of the harmful rumours in China that Britain is the sinister power behind Japan, becomes to all practical purposes quite meaningless, for even if war between Britain and America were not impossible, no British Government, however reckless or unprincipled, would for a moment risk the inevitable storm of popular disapproval at home and in the Dominions that would make its downfall as swift as sure, by attempting to honour such an undertaking if it meant even an open breach with America, let alone actual hostilities.

To-day Britain and America are the two most powerful nations on earth. Between them they rule more than half the world, command the

sea, control credit, and dominate industry. Whether these two great nations are to work in harmony in shaping the future of the world or whether they are to ignore their wonderful opportunity and waste their vast resources in a criminal race for world power the fate of the Anglo-Japanese Alliance may largely determine. That the Alliance constitutes one of the sole remaining barriers to complete Anglo-American understanding is shown by Putnam Weale's avowal that "he found in America general agreement with the statement of Senator McCormick that though possibly Britain and Japan could make a treaty acceptable to the American Government they could not make a treaty acceptable to the American people who would decide the American policy in the last analysis."

With the Alliance no longer defensible now that Russia has ceased to be a menace to our Asiatic possessions, is it any wonder that America, finding herself faced under the treaty with a naval supremacy in the west and a naval supremacy in the east, finds it difficult to understand our desire to renew an agreement that is meaningless—unless directed against herself? If war between Britain and the United States be impossible and the other objects of the Alliance should properly be left to the League of Nations (which both parties profess to trust and support) why maintain the Agreement any longer? Is a question to which America cannot fail to find an obvious answer. In view of her distrust of Japan's imperialism—an ambitious naval programme can mean only one thing—(American reason)—can we wonder that America views with growing misgivings our "seemingly strange attitude—an attitude that could so easily be explained—and makes no attempt to disguise her intention of strengthening herself in every way possible" against possible aggression in the Pacific? It is of vital importance, therefore, that we remove once and for all this fatal barrier to complete Anglo-American understanding, either by placing full trust in the League of Nations, or if that is impossible with America not a member by following the simple course suggested by Mr. A. G. Gardiner when he propounded the following succinct solution of the problem—"The Treaty is primarily concerned with China. In that Treaty China herself is clearly entitled to be included. She is at least as much concerned in her own future as Japan and Great Britain are. And with China, the United States also should be a signatory. The legitimate interests of America in the Pacific and the development of China are at least as important as our own or those of Japan, and they have in them no element of privilege such as that which violates Anglo-Japanese policy." As it is impossible to renew one portion of the existing treaty without breaking the voluntary pledge made to the League of Nations in the 1920 Anglo-Japanese declaration, and the other portion is to all practical purposes meaningless, why renew an agreement that tends to stultify the League, lays us as a nation open to serious misconception, and jeopardises our relations with a people chosen by destiny to cooperate with us in promoting the world's peace and prosperity? How much better to give a great impetus to the League, sweep away misunderstanding, and strengthen the bonds of friendship between the two great commonwealths!

LOCAL AND GENERAL.

While bathing in a river in Shatin village, a small Chinese boy was drowned.

A Chinese girl was yesterday removed to the Government Civil Hospital suffering from opium poisoning, from which she is expected to recover. The drug is alleged to have been self-administered.

A Chinese who was reported to the police on Saturday as missing from his home in Hongkong, was yesterday found drowned in the harbour. In the absence of any marks of violence, the case is thought to be one of suicide.

A Chinese boy knocked down by motor car No. 284 on Bonham Road yesterday afternoon, is now in the Government Civil Hospital suffering from injuries to his legs which were crushed by the wheels of the car. There is no information as to how the accident occurred.

Suffering from injuries received through being knocked down by motor car No. 27, in Queen's Road West on Saturday afternoon, a Chinese boy was admitted to the Government Civil Hospital. He was alleged to have attempted to cross the road in front of the car. When the driver saw him, it was too late to pull up, and a collision occurred. The chauffeur rendered all possible assistance, and himself removed the boy to the hospital. The patient's injuries are not considered serious, and he will be fit for discharge from hospital in a couple of days' time.

LOCAL AND GENERAL.

One case of diphtheria, Indian, and one case of enteric fever, Chinese, were reported on Friday.

A welcome was extended in H.B.M.'s Supreme Court, Shanghai, last week, by the British and American Bars, to His Honour Justice Peter Grain, the new Assistant Judge of the Court. Judge Grain has been transferred from Egypt.

Lieut.-Gen. Sir James Kirkpatrick, in command of the British Troops in China, arrived at Port Arthur on board H.B.M.S. "Alacrity" on May 28 from Weihaiwei. He visited the battlefield at "Nanshan" on May 30, and left for Mukden on May 31.

A pretty wedding took place on Saturday, June 4, at Holy Trinity Cathedral, Shanghai, which was nicely decorated for the occasion, the contracting parties being Mr. Andrew James Clark and Miss Alice Brand both of Shanghai. The Rev. C. E. Spencer officiated.

A very picturesque wedding was solemnized at the Union Church, Shanghai, on June 4, by the Rev. A. N. Rowland, M.A., the contracting parties being John Lockhart Gordon, of the Shanghai Electric Construction Co., Ltd., and Margaret Isabel Lang, eldest daughter of Mr. Archibald Lang.

The passing of a number of dragon boats on their way to Yau-mai for the races on Friday morning attracted a crowd on to a Praya East bamboo wharf which gave way under the excessive weight throwing several persons into the water, fortunately without serious results.

Mr. J. S. D. Scanlen, assistant in the firm of Messrs. Rigold, Bergmann and Co., Singapore, succumbed to the injuries he sustained in a motor-cycling accident in Orchard Road when he came into collision with a richa near Government House gates. He never regained consciousness after being thrown from his machine. The deceased, who was only 28 years of age, came from South Africa.

St. Andrew's Boy Scout troop and the Girl Guide troops of the Diocesan Church and the Kowloon British Schools paraded at St. Andrew's Church, Kowloon, on Sunday morning and were inspected by His Excellency the Governor (Sir R. E. Stubbs K.C.M.G.). His Excellency was attended by Mr. D. Burlingham, A.D.C., afterwards attended service at St. Andrew's where the preacher was the Bishop of Victoria.

Although it had been announced that the Dragon Boat Races were to be continued at Yau-mai on Saturday the fixture was abandoned owing to the fact that the necessary permission for the second day's racing could not be obtained from the Secretary for Chinese Affairs. The organisers had hoped to hand over a considerable sum to various charities but instead of that they will, it appears, have to make good a deficit of several hundred dollars.

The wedding of Mr. J. McCaig, of Messrs. Jardine, Matheson, and Co., Tientsin, to Miss Galsky, took place at All Saints Church, Tientsin, on the 4th June, the Rev. L. Williams officiating. The bride was given away by Mr. T. E. Watts, Mr. Morse acting as best man, and Miss Evelyn Watts bridesmaid. A reception was held at the residence of Mr. and Mrs. T. E. Watts, after which Mr. and Mrs. McCaig left for Peking where the honeymoon will be spent.

Described by the Magistrate as a bully and a scoundrel, a Chinese youth sentenced to fourteen days' imprisonment for assaulting a girl at the water fountain at Hongkong and breaking her bucket, will spend four hours of the first day of his sentence in stocks at the scene of his offence. Defendant alleged that complainant hit him and he only retaliated. The Magistrate, Mr. Lindell, said: "You suggest that a young girl like complainant assaulted you first? You are a perfect gentleman!"

The Tokyo Finance Department announced that Japan's trade with China during the month of May amounted to ¥22,148,000 in exports and ¥15,343,000 in imports, the balance being ¥6,805,000 in favour of exports. These figures show a decrease of ¥1,027,000 in exports and a decrease of ¥1,548,000 in imports as compared with the corresponding month of last year. From the beginning of January to the end of May, exports to China totalled ¥1,220,773,000 and imports from China ¥633,310,000, the balance being ¥587,463,000 in favour of exports.

The Members of Council of the Engineering Society of China entertained Mr. A. P. Wood to a farewell dinner on Monday evening last at the Shanghai Club. Mr. I. Tuxford, President of the Society, presided and in proposing Mr. Wood's health mentioned that he was the second President of the Society in 1902 and was again elected President for the 1919-20 Session. Mr. Tuxford, then presented Mr. Wood with a silver bowl from all the members of the Society, at the same time conveying to him the best wishes of the members for many years of happiness for himself and Mrs. Wood.

TROUBLE AT SEA.

CONSPIRACY CHARGE.

CAPTAIN'S AUTHORITY FLOUTED.

TO-DAY'S POLICE COURT PROCEEDINGS.

The ten Chinese remanded by Magistrate Lindell on extradition warrants on charges of having been concerned in a conspiracy to revolt against the authority of the Captain of the J.C.I.L.S. "Tjikembang," while the vessel was on the high seas between Java and Hongkong, were again brought before the Court on Saturday. Mr. G. H. Wakeman (Crown Solicitor) prosecuted. Mr. M. K. Lo and Mr. Leo d'Almada each represented five of the defendants.

Mr. Wakeman said that the ship was due to leave port on Tuesday, and suggested that it would be much more convenient if depositions were taken before then. He could not see any reason why this could not be done.

The Magistrate quoted "Pigot on Extradition" to the effect that after arrest, "there is a pause in the proceedings and nothing further can be done until the requisition is received."

Mr. Wakeman said that he did not agree with that as there was nothing to that effect in the Act.

Mr. Lo: If after the arrest, a requisition is not received within reasonable time, the Magistrate must discharge the prisoner.

Mr. Wakeman admitted that a prisoner could not be committed without the foreign warrant and requisition, but held that there was nothing to prevent the hearing being begun.

Mr. Lo contended that until the requisition was received, the defendants were not before the Magistrate.

He also held that it could not be assumed that the requisition would arrive. "If it is not sent, why should evidence be taken?" He said that it was "intelligent anticipation" on the part of the Crown that the requisition would be sent. If he might indulge in intelligent anticipation also, he thought that when the Netherlands Government received the Captain's statement, on which application was being made, it would say "extradition applies only to serious cases, and this is not such a case."

The Magistrate said that the only point to be decided was whether or not requisition must be here before the Court took evidence. The Act did not make any provision to that effect, although it was essential that the requisition must be here before the case for the Crown was concluded.

Mr. d'Almada: The treaty with the Netherlands Government provides that 20 days might elapse before a requisition is received.

Mr. Wakeman: It is surely to the advantage of your clients that I should go on with the case.

The Magistrate: I think we might take it that the requisition will arrive.

Mr. Wakeman: The Dutch Consul is prepared to swear that. The 20 days mentioned by Mr. d'Almada have been extended to 60 days for the Colonies.

Mr. Lo said that if the evidence was taken, it would be at the peril of the Crown, and if afterwards he moved for habeas corpus, he would do so.

The Magistrate intimated that he was prepared to hear evidence.

Mr. Wakeman said that he had not known the case would come on that day, and did not have his witnesses in Court. He had attended only to ask that a date might be fixed.

Remarking that in that case all the discussion which had taken place was beside the point, the Magistrate fixed the hearing for noon to-day, and intimated that if necessary, he would sit late to finish the case.

TO-DAY'S HEARING.

THE CAPTAIN'S EVIDENCE.

To-day, when the hearing was resumed Mr. H. C. Macnamara (of Messrs. Deacon, Looker, Deacon and Harston) watched the case on behalf of the Java-China-Japan Lijn.

In reply to Mr. Wakeman, the Magistrate said there was no need to state the facts; he had seen the Captain's statement.

In reply to the Magistrate, Mr. Lo said he still persisted in his objection to the Court proceeding with the case in the absence of the requisition for extradition. [Mr. Wakeman explained that the "fugitives" appeared in connection with a charge of revolt by two or more persons on board the ship "Tjikembang" between June 3 and 5, on the high seas, against the authority of the master of the ship, "Capt. Yoham Nicolas Beuman, master of the Dutch s.s. "Tjikembang" on June 4 at 4 p.m., when on the high seas between Java and Japan a Chinese boy, Lai Sang, complained that the Japanese butler, Asam, had assaulted him. He exhibited a slight scratch. Witness called the butler and asked for his version of the matter. He also called one of the second cooks, Wakdam, but could not find out who was really to blame. He told the butler not to be so ready with his hands and sent the boy to

have his injury dressed. He thought the incident was then closed.

In the saloon, shortly afterwards, the boy Lai Sang, came to him with one of the passengers. They wanted to speak about the matter and witness told them to go out of the saloon as it was not the proper place to discuss these matters. In front of all the passengers. While still in the saloon he heard a disturbance, aft, and saw a crowd of Chinese passengers around the first class gangway. He went there, and one of the first class passengers, he was not sure if it was the third man before the Court, adopted a threatening attitude towards him, having a piece of iron in his hand. The other passengers were shouting and yelling. Witness went back to his cabin, got his revolver and returned aft, with the revolver in his hand. Near the entrance to the engine room, he saw a number of Chinese who seemed to be threatening two of the ship's officers.

Mr. Wakeman: What happened then?

The Captain: I cleared the alleyway of Chinese and went to the bridge. On the way, I saw Lai Sang and asked for the assistance of the officers to arrest him, regarding him as the instigator of the trouble. I got hold of him but the Chinese passengers came up again and we were not sufficient in number to cope with them. I had to let the boy go. My impression is that the Chinese passengers wanted to get hold of the Japanese cook and the butler. Seeing that I could not do much in the alleyway I sent to the bridge and discussed with the Chief Officer and Chief Engineer what should be done.

I went for the Chinese comrade and told him to invite the second class passengers to a consultation considering that they were better to confer with than the steerage passengers. They were not so excited.

The Magistrate: It was the passengers who had been making the trouble, then?

Witness: I could not be sure of that, your Worship. While they were on the bridge, (he continued) Lai Sang and one of the passenger, came on to the bridge, uninvited, and were sent away. I gathered that the complaint was that it had not been a fair fight; that two Japanese had set upon the boy, Lai Sang.

I thought it wise to punish the two Japanese, to pacify the people, and had them locked up for six hours. The second class passengers saw that this had been done. I thought the matter was then settled.

Shortly afterwards, three people came back again—one second class passenger, the third comrade, and No. 5 "fugitive." They said the passengers were not satisfied with the punishment meted out to the Japanese. They wanted the two Japanese handcuffed to the rail in the midst of the Chinese passengers and left there for 50 minutes.

Mr. Wakeman: Did you do this?

The Captain: No Sir, I refused. I said I could not do that; I was master, and it was not for the passengers to say what should be done.

The Magistrate: You refused the dictation of the passengers.

The Captain: Yes; I also said that if Lai Sang was not satisfied he could always go to the authorities in Hongkong and make a complaint. A little later, four or five other passengers came to me, very much excited, and said they were not satisfied. They would give me 20 minutes and after that the consequences of what should happen should be for me. One of them was the fifth man before the Court. Before the 20 minutes had elapsed, we heard a disturbance and the Chief Officer went to see what it was and came back with a second cook, Satim, who had his head broken and was bleeding considerably. A lot of Chinese had attacked him.

We decided to place the Japanese on another deck, away from the Chinese. One of them, Wakdam, had to be carried. He cried and wept; he thought we were delivering him to the Chinese and that he would be torn in pieces.

The Captain added that revolvers were issued to the officers of the ship.

Mr. Wakeman: Was this because you considered the ship to be in danger?

The Captain: I considered the Japanese to be in danger of their lives. The witness further said that he saw no weapons in the hands of the Chinese passengers. The removal of the Japanese ended the trouble. He and the officers thought fresh trouble was brewing, on Saturday night, officers were posted at various points, but the night passed without incident. When notifying Hongkong of his arrival he asked that the police might come on board as there had been trouble on the voyage. The case is proceeding.

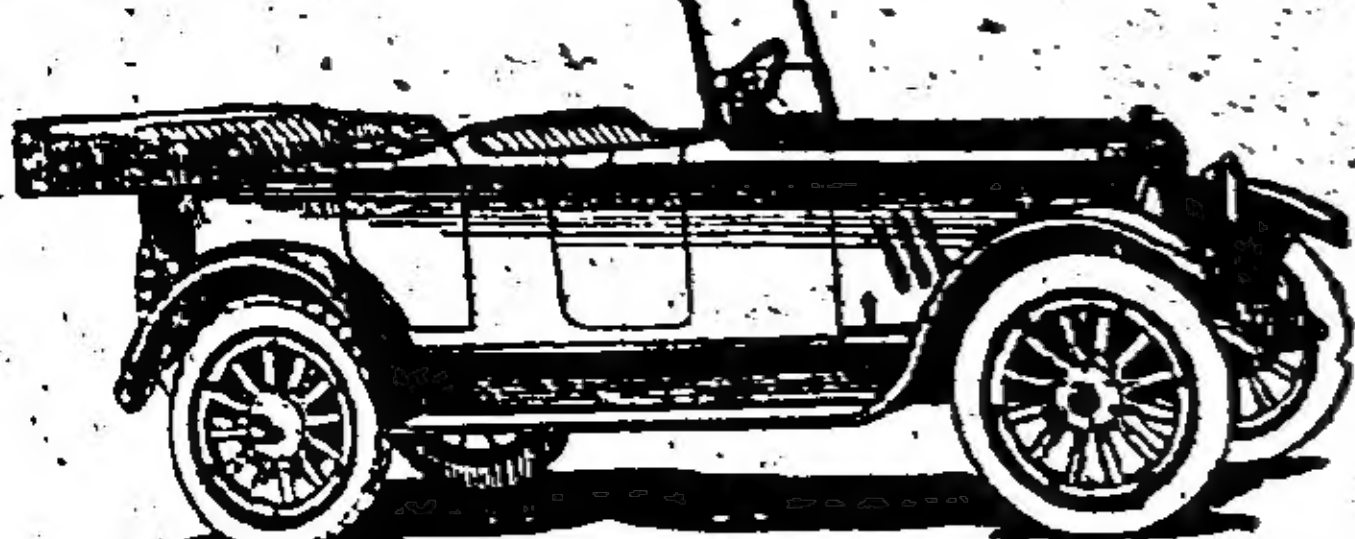
Banished in 1917 for ten years on a confidential warrant, one of a gang of opium smugglers charged this morning before Magistrate Orme with having returned to the Colony before the expiry of his banishment period, pleaded "guilty," but said that he came back to look up an older brother, to get some money to start business in the country. Sentence of eight months' hard labour was passed.

MERCURY MOTOR CAR

CO.

59-41 Des Voeux Road Central.

HONGKONG.



OBSTINATE THIEF.

REFUSED TO SAY A WORD.

MAGISTRATE'S THERAPY NO AVAIL.

Before Magistrate Lindell this morning, the second wife of a Kwangai official was charged by the man's wife with the theft of a quantity of clothing, jewellery and money valued together at \$1,507.

When the charge was read out, the defendant refused to plead, and in spite of all the interpreter's attempts and the magistrate's threat to send her straight to jail, remained silent. Eventually the Magistrate called for evidence.

The complainant said that when she went to Canton for the week she left the defendant in charge of the house. On her return she found her box broken open and the property missing.

Sergeant Fallon said that he found the defendant on board the Macao boat "Chuenchow." The clothing he found in a parcel and the money and a part of the jewellery in a box. The rest of the jewellery was found by the female searcher on the defendant's person. The defendant refused to say a word.

Sentence of three months' hard labour was passed.

GUNNY BAGS.

CONTRACTS FOR SALE.

CHINESE BUYERS SUED.

Contracts relating to the sale of gunny bags formed the subject of two claims which were heard before Mr. Justice Gompertz in the Supreme Court to-day. The defendants in each instance were the Fook Chan firm who entered no defence.

In the first case H. M. H. Nemazee sought the recovery of \$8,929.66. Appearing in support of the claim Mr. F. C. Jenkin said that there was a contract between the parties for the purchase of 800 bales of gunny bags by the defendants. After the arrival of the goods a question arose as to the weight of them and, under a clause of the contract, the matter was referred by agreement between the parties to surveyors appointed by the Chamber of Commerce. The surveyors found that the goods were not under weight but the defendants only took delivery of 230 bales. The remaining 570 bales were sold by the plaintiff by private treaty and realised \$58,303. There was a loss on the transaction due to the difference between contract and market prices and this, together with charges for storage, brokerage, interest and surveyors fees made up the amount claimed by the defendant.

Evidence in regard to the transaction was given by Mr. E. T. Bunje manager of the plaintiff's import and export department. He said that the question as to the weight of the bags was only raised when the market started dropping.

His Honour gave judgment for the plaintiff.

The plaintiffs in the second case were Dodwell and Co. and they claimed \$16,000.

Mr. Jenkin said that the claim was for damages under two contracts for the sale of gunny bags. The goods were forwarded in due course but the defendant failed to take delivery. The sum claimed was \$16,000, representing the difference between the contract and market prices of the goods.

Judgment was given for the plaintiffs.

Attracted by the mewling of a cat on the ledge of a fourth-storey office window, a Saturday night crowd at Bradford gathered in the street below. There was anxiety when the animal stretched its fore-paws down over the stonework as if preparing to jump to the pavement and some men stretched an overcoat out to catch it. The cat had apparently been forgotten when the office was closed, and a fire escape was sent for to rescue it. But when the firemen arrived it had disappeared.

MURDER MYSTERY.

WIFE FINDS DYING HUSBAND.

A TRAIL OF BLOOD.

SHOT THAT NOBODY HEARD.

A mysterious murder occurred at Sookumpoo valley last night, the victim being Mr. Isaltika, the caretaker of the Japanese crematorium who was found by his wife on the road, about 70 yards from his house, with a bullet wound in the left breast, and two stab wounds in the body. According to the wife, she left the house about 8 p.m., to go to the corner of the street to buy some cigarettes, leaving her little son in the care of her husband. On the way back, she stumbled against her husband's prostrate form. He was unable to speak, but made some gestures which she was unable to understand. He died in her arms about a minute later. On examining the house, she found that some chairs and a table had been overturned, as if a struggle had taken place. There was blood on the floor which could be traced all the way down the stairs to the spot where she found her husband. The child was in the house unharmed. Nothing had been stolen from the house, so apparently the object of the murder was not robbery. Enquiries were made amongst the neighbours, but no one heard any scuffle in the house.

The deceased's wife is unable to give the police any clue as to the cause of the murder. As far as she knew, her husband had had no quarrel with anyone.

The deceased, who was 41 years of age, had lived many years in Hongkong. A man of very genial nature, he was very popular with his nationals all of whom will regard his tragic death with deep sorrow.

DEAN INGE.

WHITE MAN AND HIS RIVALS.

OUR POPULATION MUST BE REDUCED.

Speaking on the subject of the white man and his rivals, Dean Inge, who was entertained to luncheon at the National Liberal Club, said: "I imagine that it is true that the miners are receiving help from the enemies of this country in all parts of the world. There are signs of disintegration, and I think posterity will consider it as almost incredible that we should have regarded it as legitimate and natural for a large body of men to combine together to raise a war fund by forced contributions and then suddenly to declare war, not against their employers but against the State, to demand a huge indemnity from the national Exchequer, and to wage war by the method of blockade, depriving their fellow-citizens of the necessities of life in order to starve them into surrender."

With regard to Asiatic rivals, Dean Inge said our swarming time was nearly over. Asia meant to keep her continent for herself.

The population of this country would have to be reduced. If he could see any way of reducing it without causing great suffering, or by such a horrible catastrophe as a successful blockade, and a terrible famine he would welcome it as a change in the right direction.

Our economic future, was serious, and if we went on in this manner with this policy of national disintegration, which was not only anti-democratic but anti-social on the part of a section of the population, we had nothing to expect but economic ruin and universal misery.

By a majority of one, the L.C.C. refused to make a rule prohibiting tenants on their estates from keeping cockerels.

A paraffin bottle and a paraffin-soaked rag found in the "Dark Cloisters" at Westminster Abbey were first thought to be evidences of an incendiary attempt, but are now thought to have been accidentally left by a servant or a workman or to have been placed there as a joke.

LOCAL AND GENERAL.

A one-month old Chinese child was yesterday killed at No. 7, Bowring Road, through his brother, a boy aged 9, either kicking or crushing it while sleeping in the same bed.

For the unlawful possession of a revolver and a quantity of ammunition, a Chinese who arrived from America on Saturday by the s.s. "Nanking," was this morning fined \$50 by Magistrate Lindell. Another Chinese passenger by the same ship who had in his possession one revolver and 80 rounds of ammunition, was fined \$75. In both instances the contraband was provisionally confiscated for three months at the end of which time the defendants could claim it on the production of a permit from the Canton authorities permitting the taking of the arms there. The police said that several other passengers of the ship declared the possession of arms. The defendants were the only two who did not assist the police.

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

on

FRIDAY, June 17, 1921.

Commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street.

A Valuable Collection of Antiques

China and Curios

From Sung to Ming Dynasties and

Kanghi to Tzongwong Periods,

comprising:

Five coloured, three coloured,

faience rose and blue and white, vases,

plates, jars, bowls, flower pots, etc., etc.

Iron, bronzes, jade and agate ornaments,

bronzes, lacquered ware, embroideries,

Old Chinese paintings, etc., etc.

On view from Thursday, the 16th inst.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

Hongkong, June 13, 1921.

TO SECRETARIES OF CLUBS AND

OTHER INSTITUTIONS.

ALL preliminary notices of forth-

coming meetings, lectures and

entertainments, sent for insertion in

the news columns of the *China Mail*,

are charged for at the rate of \$1 each,

(as announced in May and June of

last year) providing that they do not

occupy more than four lines. In

future if this space is exceeded they

will be placed in the advertising

columns at the prevailing rates.

TO-DAY'S NEW ADVERTISEMENTS.

VIOLIN TUITION.

OSWALDLEY A.L.C.M., L.L.C.M.
Violinist. Intending PUPILS
Apply Box No. 1293, c/o "CHINA
MAIL."

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

(for account of the corporation).

on

TUESDAY,

June 14, 1921, commencing at

1.30 p.m., at their Sales Rooms,

No. 8, Des Voeux Road, Corner of

Ice House Street,

TEAKWOOD AND BLACKWOOD

FURNITURE, BRASS AND TEAK-

WOOD TWIN BEDSTEADS,

CARPETS,

etc., etc., etc.

comprising:

Dining Suites, Chesterfield Sofas,

Arm-chairs (new), Card and Occasional

Tables, Teakwood Twin Bedsteads,

large and small Wardrobes, Dressing

Tables and Chairs, Washstands, etc.,

(Jumet Teakwood), Sideboards, Dinner

Waggon, Dinner Services, Crockery, &

Glass Ware, Cooking Stoves, Cutlery,

etc., Bath Room Utensils, Electro-plated

Ware, One American Ice Chest,

Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Chairs,

Cabinets, Pictures, etc.

Also

One large Enamelled American

Ice Chest.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 13, 1921.

THEATRE ROYAL.

RUSSIAN GRAND OPERA CO.

75 PERFORMERS

Full Chorus and Orchestra

and

GRAND BALLET

SATURDAY, June 18th.

TRAVIATA

MONDAY, June 20th.

THAIS

TUESDAY, June 21st.

MADAM BUTTERFLY

WEDNESDAY, June 22nd.

ROMEO & JULIET

Booking Opens at MOUTRIE'S on TUESDAY, June 14th.

Prices: ———— \$1, \$2 and \$1.

TO-NIGHT
at 9 p.m.
precisely!

THE EVENT OF
THE SEASON!

OPENING OF

THE KOWLOON THEATRE

with

THE GREAT AIRCRAFT SPECIAL

"THE BLUE BIRD"

by Maurice Maeterlinck.

also

CORONET REVIEW & VANITY FAIR COMEDY

A Splendid Programme!

Price of admission 80 cts; children half price

TO-DAY & TO-MORROW
AT THE CORONET

WEDNESDAY AT
THE KOWLOON

"THE LOST CITY"

Episodes 6, 7 & 8

Having secured an additional outlet for their films, the management of THE CORONET beg to announce the following reduction in their charges at the 9.15 p.m. performance:—FIRST CLASS \$1.00; SECOND CLASS 60 cents. Children's and Soldiers & Sailors tickets will remain at 75 cents and 40 cents as heretofore.

NOTICES.

ALWAYS SOMETHING NEW
TO BE SEEN AT
LANE, CRAWFORD'S

The New Washing

SHIRTS & SKIRTS

now on show featuring the
Latest Smart Styles in
Striped Cotton Garb, Cardines,
Crepons, etc. are ideal for all
Sports Wear.

Trustworthy in every way and stamped
with such excellence of cut, make and
material. These Garments are the last word
in Utility, Durability and all-round value.



NEW RECORDS

- | | | | |
|------|----------------------------|-----|-----|
| 3301 | WHISPERING | ... | ... |
| | IF A WIFE COULD MAKE IT SO | ... | ... |
| 2905 | SWANEE | ... | ... |
| | MYSTERY | ... | ... |
| 3322 | AVALON | ... | ... |
| | JAPANESE SAMURAI | ... | ... |
| 2982 | IN OLD MANILA | ... | ... |
| | CORAL MOON | ... | ... |
| 2955 | LOVE NEST | ... | ... |
| | SONG OF THE ORIENT | ... | ... |

ANDERSON'S

Sole Agents:—

Suzuki & Co.

SAKURA BEER

Alexandra Buildings.
Tel. 468 & 457.

A Cheap Lamp is
an Expensive Light



BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

40 QUEEN'S ROAD, CENTRAL
HONG KONG.
Tel. 96, 133.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-CANTON LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to
NEW YORK AND/OR BOSTON.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR VENICE, BRINDISI, AND TRIESTE.

Via SINGAPORE, PENANG and COLOMBO.

S.S. "AQUILEIA" Sailing on or about 15th June.
S.S. "NIPPON" Sailing on or about 25th June.

FOR SHANGHAI.

S.S. "CILICIA" Sailing on or about 25th June.
Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to
SOUTH AFRICAN PORTS
FROM
CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong

For Freight or damage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said. Friday, 24th June.

BUENOS AIRES—Riodes Janeiro, Santos, Maritim, Santos & Cape Town via Singapore. Passenger Service. Friday, 15th July.

CANADA MARU—Friday, 15th July.

TAMOMA MARU—Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore. Wednesday, 23rd June.

KADOKO MARU—Wednesday, 23rd June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

SHE-EN MARU—Friday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular fortnightly passenger service stopping at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AIA-AMA MARU—Thursday, 15th June.

ARIZONA MARU—Wednesday, 23rd July.

NEW YORK via MANAMA. Thursday, 23rd June.

NEW ORLEANS via SUVA. Thursday, 23rd June.

JAPAN PORTS—Shanghai, Yokohama, Kobe. Friday, 17th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU—Sunday, 19th June.

TAKAO via SWATOW and AMOY. Thursday, 16th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager. No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF MADRAS" Via Suez Canal 13th June.

"DEUCALION" Via Suez Canal 5th July.

"CITY OF NEW YORK" Via Suez Canal 12th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON BEIR & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" 24th June.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents: 112, Commercial Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW & BANGKOK

SHANGHAI & FUKUOKA

AMOI, MANILA, CEBU & ILOILO

SHANGHAI & SINGAPORE

NEWCHANG

HOIHOW, PAHOI & HAIPHONG

SHANGHAI & FUKUOKA

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Yantai (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

VICTORIA VANCOUVER SEATTLE.

Calling Shanghai-Kobe-Yokohama.

S.S. "ELDRIDGE" June 20 July 25th.

S.S. "WENATCH" July 23 Aug. 28th.

S.S. "KEYSTONE STATE" Aug. 13 Sept. 2nd.

FOR PORTLAND DIRECT.

Calling Shanghai-Kobe-Yokohama.

S.S. "PAWLET" June 15th.

S.S. "COAST" July 2nd.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478.

5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478.

AGENTS.

5th Floor, HOTEL MANSIONS.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT sailing June 20th.

CADARETTA sailing July 15th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

LAKE FARRAR sailing June 20th.

LAKE ONAWA sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES.

17th Floor, Hotel Mansions. Passenger Office.

Telephone 2477 & 2478. Queen's Building, 1 Ice House St.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Semarang, Soerabaya, Manassar and Balikpapan.

S.S. "CHERIBON MARU" Sailing on or about 4th July.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" Sailing on or about 26th June.

S.S. "SAMARANG MARU" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further information please apply to—

K. SUZUKI,

Manager, No. 5, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

Via Montreal, Quebec, (Mont) & Vancouver, Victoria & Montreal.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM HONGKONG.

June 14—J.C.J.L. Tjink.

17—P. & O. Danera.

24—P. & O. Archies.

July 4—P. & O. Mentor.

5—P. & O. "Circus".

8—P. & O. Dilwara.

13—P. & O. Ruyd-mu.

13—P. & O. City of Norwich.

24—P. & O. Holo-m.

24—P. & O. Agammon.

24—P. & O. Ascania.

FROM JAPAN.

June 15—B. L. Tada.

17—B. L. Cana.

24—B. L. Bellesophon.

24—B. L. Eastern.

July 4—B. L. Tyndarus.

5—B. L. Coria.

13—B. L. Mentor.

13—B. L. Yangira.

22—B. L. Syria.

23—B. L. Ranoona.

23—B. L. Kyo-m.

15—B. L. Tairasia.

13—P. & O. Kashmir.

13—P. & O. Khyber.

13—P. & O. Somali.

13—P. & O. Pynbus.

FROM MANILA.

July 25—B. L. Protetulus.

Aug. 19—B. L. Tion.

Sept. 3—B. L. Talythina.

24—B. L. Tyndarus.

FROM SINGAPORE.

June 15—J.C.J.L. Tjink.

FROM CALCUTTA.

June 19—B. L. Tada.

FROM BOMBAY.

June 25—P. & O. Dilwara.

FROM SYDNEY AND MELBOURNE.

June 16—N.Y.E. Kiko Maru.

July 4—E. & A. Ranoona.

FROM YANCOUVER.

June 17—B. L. Tyndarus.

July 14—B. L. Protetulus.

Aug. 3—B. L. Tion.

24—B. L. Talythina.

Sept. 13—B. L. Tyndarus.

Oct. 13—B. L. Tyndarus.

Nov. 3—B. L. Tyndarus.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,348	14th June	Singapore, Penang, Colombo, Aden, Port Said, Marseilles and London.
"DUNERA"	8,400	14th June	Singapore, Colombo & Penang, Singapore, Penang, Colombo, Bombay, Port Said, Mar- seilles and London.
"DELTA"	8,000	25th June	Singapore, Colombo & Penang, Singapore, Colombo & Penang, Bombay, Port Said, Mar- seilles and London.
"DILWARA"	8,400	5th July	Singapore, Colombo & Penang, Singapore, Colombo & Penang, Bombay, Port Said, Mar- seilles and London.
"SYRIA"	7,000	12th July	Marseilles, London & A.werp.
"KASHMIR"	9,000	12th July	Marseilles, London & A.werp.
"KHYBER"	9,000	2nd Sept.	Marseilles, London & A.werp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	6,938	17th June	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,500	26th June	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"KANOWA"	7,000	26th July	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"TORILLA"	8,500	30th June	Shanghai and Kobe.
"DILWARA"	8,400	27th June	Shanghai only.
"SYRIA"	7,000	28th June	Shanghai and Japan.
"KASHMIR"	9,000	28th June	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
The Saloon Passengers may travel by R.I.S.N. Company's steamers between
Singapore and Malacca, Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passes for mail and cargo are issued at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Companys and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For further information, Passages, Freight, and books, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
25, Des Voeux Road Central HONGKONG.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118. 25, Wing Woe Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila,
Kobe, Yokohama, and Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omit Keelung) ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omit Manila) ... Tuesday, 12th July, at 11 a.m.
SUWA MARU ... Friday, 29th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU ... Friday, 24th June, at 11 a.m.
KAGA MARU ... Friday, 24th June, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM
LIVERPOOL & MARSEILLES via Suez.

TRUYAMA MARU ... First half of July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Friday 24th June.
TAKETOYO MARU ... Beginning of July.

SOUTH AMERICAN PORTS via Cape.

AWA MARU ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

CHALOUTTA MARU ... Tuesday, 28th June.

CHALOUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Wednesday, 22nd June.

JAPAN PORTS-Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KORE & YOKOHAMA.

YOKOHAMA MARU ... Thursday, 16th June, at 11 a.m.

RANGOON MARU ... Wednesday, 16th June.

NIPPON YUSEN KAISHA.

K. YASUDA, Manager.

Telephone No. 222.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE

SCHEEPVAART MAATSCAPPIJ

(United Netherlands Navigation Co.)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line.)

NOTICE TO CONSIGNEES

From: HAMBURG, ROTTERDAM,
LA ROCHELLE PALICE, LISBON,
GENOA & SINGAPORE.

THE Steamship

"BRILLIE"

having arrived from the above Ports,
Consignees of Cargo by her are notified
that all goods are being landed at their
risk into the hazardous and extra
hazardous Godowns of the Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
whence and/or from the wharves deliv-
ery may be obtained.

Goods not cleared by the 17th June,
1921, will be subject to rent.

All broken, chafed and damaged
packages are to be left in the Godowns
where they will be examined on the
16th June, 1921, at 10 A.M. by
Messrs. Goddard & Douglas.

Claims against the steamer must be
presented in writing within ten days
after arrival of steamer, otherwise they
will not be recognized.

No Fire Insurance will be effected by
the undersigned in any case whatever.
Bills of Lading will be countersigned
by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, June 10, 1921.

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.

THE Steamship

"TENYO MARU."

From SAN FRANCISCO, via HONO-
LULU, JAPAN PORTS & MANILA.

The above named Steamer having
arrived on Sunday, the 12th inst.,
consignees of cargo are hereby notified
to present their Bills of Lading for
counter-signature, and take immediate
delivery from alongside steamer or the
Company's Godown, where all cargo
impeding immediate discharge will be
landed at consignees' risk.

Storage will be assessed on
cargo remaining undelivered after
Monday, the 20th inst.

All broken, chafed and damaged pack-
ages will be landed into the Company's
Godown, where same will be examined on
Wednesday, the 22nd inst., at 11 A.M.

No claims will be recognized after
goods have left the steamer or Godown, and
none will be entertained if presented
later than three weeks after arrival
of steamer.

No Fire Insurance whatever will be
effected.

T. NEUTSUMI, Manager.

Hongkong, June 11, 1921.

EARLIER TELEGRAMS

(Review's Service to the China Mail.)

ADMIRAL SIMS' SPEECH

Washington, June 11th.

Admiral Sims' leave of absence in Eng-
land has been revoked to-day. He has
been ordered to report immediately to
the Secretary of Navy.

London, June 11th.
It is not necessary to discuss much
importance to the action of the American
Secretary of the Navy in ordering Ad-
miral Sims to return. This is somewhat
in the nature of a political farce, in view
of the fact that Admiral Sims' official
history, published some time ago, pro-
vided for departure from England to
America on June 15th.

GERMAN LONG RANGE GUNS

Berlin, June 11th.

It is semi-officially announced that
replying to the Inter-Allied General Com-
mission's note regarding the location of
the war-time long range guns, the Ger-
man Government states that seven were
constructed, four of which were destroyed
before November 1918 and the balance
scrapped during 1919.

NEW INDIA OFFICE DEPARTMENT

London, June 11th.

The India Office has formed a new
department to deal with labour and
industrial questions in regard to India
and with such questions of a novel
character connected with India's rela-
tions with the rest of the world, which
have been created by her admission to
the League of Nations, including ques-
tions of Indian immigration, and of
rights and status arising with the
Dominions in other parts of the Empire.

TRIAL OF WAR CRIMINALS

Laurens, June 11th.

The first Belgian war criminal's case
has resulted in the acquittal of the Ger-
man student who was charged with im-
prisonment and maltreatment of Belgian
children at Grammont in 1917.

KING CONSTANTINE

Athens, June 11th.

There was an emotional scene in the
Assembly and the Premier was cheered
when he announced that King Constantine
was going to the front in Asia
Minor, on June 11th, and that he himself
was accompanying the King.

U.S. SHIPPING BOARD

Washington, June 11th.

The plans of the Administration con-
cerning the Shipping Board contemplate
the fullest co-operation with commercial
interests with a view of the elimination
of unsystematized shipping services every-
where in the world, irrespective of Amer-
ican commercial needs. The heavy
losses of the Government since the incep-
tion of the corporation will be charged
to war account.

CROWN PRINCE OF JAPAN

London, June 11th.

Baron Hayashi was the principal guest
at a dinner of the Oriental Circle of the
Lyceum Club on the occasion of the
inauguration of the Japanese section.
The company included Yoshida, Lo
Chang, Lord Lamington, and Lady
Robert Hart. In the course of replying
to the toast Baron Hayashi said that
Prince Hirohito had enjoyed more free-
dom here than ever in Japan.

Paris, June 8th (delayed).

The Japanese Crown Prince attended
at Fontainebleau Palace, the celebration
of the 100th anniversary of Napoleon's
death.

The Prince witnessed to-day the Chan-
tilly races. -Havas.

SHIPPING.

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Reference furnished on application.

Hongkong, April 1, 1921.

EARLIER TELEGRAMS

(Review's Service to the China Mail.)

NEW R.I. STEAMER FOR FAR EAST

London, June 11th.

The British India steamer *Mandala* will
start on her maiden voyage as a Penin-
sular liner, sailing from London with
passengers and cargo to the Straits,
China and Japan on June 10th.

The *Mandala* belongs to a group of
twelve 7,000 tons vessels of a similar
type for the Bombay-London trade.

P. & O. S. N. CO.

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STRAITS, COLOMBO, AUS-

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THE Steamship "DUNERA"

Captain Walker, carrying His

Majesty's Mail, will be despatched from

this Port on or about SATURDAY,

18th June, 1921, taking Passen-

gers and Cargo for the above Ports.

Suez and Vambles and Tea for Italy,

France and London (under arrangement)

will be transhipped at Bombay into the

Mail Steamer proceeding direct to

Marseilles and London.

Parcels will be received at this Office

until 3 p.m. the day before sailing.

The contents and value of all packages

are required.

For further particulars apply to:-

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Hongkong, June 6, 1921.

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A touch of rheumatism, or a twinge

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Chamberlain's Pain Balm drives away

the pain at once and cures the complaint

quickly. First application gives relief.

When a bottle of it is kept in the house

the pain of burns and scalds may be

promptly relieved, cuts and bruises

quickly healed and swellings promptly

reduced. In fact, for the household

it is just such an embolism as

every family should be provided with.

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HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

GLEN LINE'S ENTERPRISE.

MOTOR SHIP "GLENVY."

3½ YEARS' SUCCESSFUL RUNNING.

Motor shipping progress in this country owes a great deal to the enterprise of the Glen Line, under the auspices of Lord Pirie, and the interest which is attached to the development of the fleet of up-to-date ships already built and under construction for this firm is certainly augmented by records of earlier Glen Line motor vessels, says the May number of the *Motor Ship*.

These ships, amongst the pioneer craft inaugurating a new era in the world's maritime marine, fell short of present-day refinements in equipment, inasmuch as they represented a phase of growth which was not unassociated with experiment; at the same time, difficulties, since largely removed by added freedom of development, stood in the way of unrestricted evolution of ideas, and in these respects the "Glenavoy" represents a vessel built shortly before the transitional period when one or two notable modifications in machinery arrangements were instituted.

In particular, the compressed-air system, as regards the "Glenavoy," and similar vessels, comprises an arrangement whereby an auxiliary machine is continuously running when the ship is under way, delivering air at a pressure of 20 atmospheres to the high-pressure compressors directly driven from the main engine crankshafts. Air for blast purposes leaves the latter machines at 60 atmospheres, which is the pressure commonly employed in standard Burmeister and Wain marine plant. From descriptions of later vessels which have appeared in this journal, it will be recalled that the modern arrangement is to utilize a three-stage engine-driven compressor dealing with air direct from the atmosphere—a simplification which will readily be appreciated.

MAIN FEATURES OF HULL AND MACHINERY.

Completed at the Glasgow shipyard of Harland and Wolff, the "Glenavoy" was launched in May 1917. Her length between perpendiculars is 385 ft., whilst the beam is 52 ft. With a deadweight cargo-carrying capacity of 7,520 tons, she has a mean loaded draught of 26 ft. The net register is 3,207.9 tons.

Harland and Wolff are responsible both for the hull and machinery, the latter being of 2,950 h.p. and built under licence from Burmeister and Wain. The twin-screw main engines are of the usual four-cycle blast-injection type, having six cylinders each and running at a normal maximum of 125 r.p.m.; for

manoeuvring purposes the plant may be slowed down to less than 60 r.p.m., thus giving a useful range of speed. The bore and stroke are 630 mm. and 850 mm. respectively. An indication of the ease of control of the machinery may be gathered when it is understood that the time taken to reverse the engines from full ahead to full astern is usually less than 30 seconds when manoeuvring.

The "Glenavoy" had completed 159,798 miles up to March of this year, and the average speed for the whole distance travelled works out, roughly, to 11.5 knots. Mention may be made of the fact that the mean speed for one of her return journeys to the East was as high as 12.15 knots—an excellent performance, which, although attended by favourable circumstances, reflects credit on the machinery. The average revolutions of the engines for the total period mentioned work out to 123 per minute. On the first voyage one or two short stoppages must be recorded, caused on one occasion by the presence of water in the fuel, and on another by the necessity for adjustments to the steering gear. Apart from these early occurrences, the "Glenavoy" has an excellent record of reliability, and the average speed recorded over a period of three years and a half, renders further comment unnecessary in this direction.

Accommodation is arranged for 12 passengers amidships, and a comfortable saloon is situated athwartships. Cabins are arranged on the port and starboard sides, while the deck officers and engineers are provided for in the usual manner. In addition to the eight engineers, two electricians are carried on board, and the crew numbers 57 all told. Steam heating is fitted throughout, a Cochran donkey boiler being installed aft in the engine-room amidships. This boiler also provides steam for an emergency compressor situated between the two main engines, whilst the boiler feed-pump is driven, as usual, from the same source.

ELECTRICAL AUXILIARIES.

Although the provision of a complete system of electrical auxiliary machinery, both on deck and in the engine-room, is not to be found in every instance as regards internal-combustion-engined vessels, there are distinct signs that this practice is likely to be followed in the great majority of cases, and in this respect the "Glenavoy," in common with various other, and contemporary, motor ships, may be looked upon as a forerunner of future developments. Current is provided from two Diesel-driven generators at 220 volts. These are 150 kw. machines, built by Lawrence, Scott and Co., whilst the engines are four-cylinder four-cycle units, direct coupled and constructed by Harland and Wolff. They are designed to run at 250 r.p.m., developing 200 h.p. each. The electrical plant in the engine-room comprises a comprehensive set of pumps for all

purposes, and includes a pair of forced lubrication oil pumps for the main engines, arranged on the port side forward and delivering oil to all important bearings at a pressure of 10 lb. per square inch. One of these pumps will supply both engines, the other remaining as a stand-by, excepting in warlike conditions.

On the starboard side are fresh water pumps for cooling the pistons, while the main circulating pumps are provided in duplicate. Ballast and bilge pumps are also arranged in the engine-room, together with sanitary pumps and a daily-use fuel pump—the last-named plant being situated forward between the engines, and fitted for the purpose of filling two six-ton cylindrical settling tanks on the double bottoms. A third tank is arranged between the two larger ones, and is utilized for lubricating oil. The auxiliary air compressors, to which reference has been made, are on the port side, at the back of the engine, and are Diesel-driven units, with engines similar to those used for the dynamo.

On deck are ten cargo winches, a warping winch, and a windlass fitted with 100 h.p. motor by Clarke, Chapman and Co. The cargo winches comprise six three-ton units (non-reversible), two five-ton, and two seven-ton hoists, the larger types of plant being fitted with reversible motors. All the winch motors are by Lawrence, Scott and Co., who are also responsible for the steering motor and gear. The latter installation comprises a direct motor drive, with control from the bridge while in the event of breakdown the main motor may be worked from the steering position, the operator taking orders from a telegraph in the compartment.

FUEL AND LUBRICATING-OIL CONSUMPTION.

For all purposes the total fuel consumption of the "Glenavoy" is 10.68 tons a day, taking an average for her total time operated since the vessel commenced running. Allowing for the fact that a motor ship's fuel consumption decreases rather than increases as time goes on, 10.6 tons a day may be considered a fair figure for the vessel. The daily consumption for the donkey boiler is reckoned at about half a ton.

Concerning lubricating oil, it has been pointed out that in some instances the motor ship compares unfavourably, as regards consumption, with steam vessels. This point is usually seized upon by steam enthusiasts, and disseminated with much flourish. For our part, we consider that double the ordinary oil consumption would matter little to the motor shipowner, whose savings in other respects are great enough to warrant the utmost freedom with the use of lubricant. In the case of the "Glenavoy" the total daily consumption for all purposes is about 12 gallons, and we should be interested to hear of a twin-screw steamship with engines of similar horsepower, the lubricating-oil consumption of which is less than the figure we have quoted.

Altogether, 915 tons of fuel are carried on board, and the vessel usually bunkers at Singapore or Colombo. In addition to 16 tons of lubricating-oil in double-bottom tanks, cylinder and compressor oil is provided as usual. The liners are lubricated with Vacuum sight-feed pressure lubricators, worked by gear driven from the camshafts.

The "Glenavoy" operates on the Eastern run, trading between England, Japan, and China, with general cargo, while the longest non-stop stretch on the journey is between Suez and Penang, a distance of more than 4,500 miles.

Saturday saw the return of the majority of the Hongkong athletes who were among China's representatives at the Far Eastern Olympics, recently held at Shanghai. A reception was given at Happy Retreat yesterday when the victorious footballers of the South China Athletic Club were the guests of honour. Championships were won by China at Shanghai in football, basketball and volleyball. The Philippines led the way by annexing the championships in track and field events, lawn tennis, baseball and swimming. Japan finished up without scoring a single championship.

SHIPPING.

THE PILLERAGE PROBLEM.

A GROWING EVIL.

The thefts of goods which have taken place in transit not only at sea, but on the railways, is a problem which has received and must continue to receive the attention of all those who are concerned with the efficiency and reliability of our transport system. Shipping interests have approached the subject from a very practical standpoint, and some very definite suggestions have been put forward in the interim report which has been issued by the Committee of the Council of the Chamber of Shipping, which was appointed to make an investigation and to suggest remedies for the prevention of pillage.

There is ample evidence that the tendency to pillage is one of the evils legacies of the war, and that unless steps are taken to cope with an evil which has grown to extraordinary proportions a grave situation will arise. The report reminds us that the average claims paid by seven steamship companies whose vessels are engaged in the same trade have ranged from 15 to 90 to 24 per cent of cargo. The fact that this difference should exist in the case of vessels trading to the same ports suggests that the lower figure must be due to a better system of tallying and watching, and the committee's report states that substantial evidence was produced before it that this was the main cause of the divergence in the figures.

Undoubtedly if the lower figure would be made a common one, pillage would be reduced to proportions which would make the evil easier to handle. It is pointed out by those who have conducted the inquiry that great importance attaches to tallies which are being discharged into lighters on to open quays, and on to the quays of docks and warehouse authorities. We are reminded, however, that dock authorities, upon whom rests the responsibility for the safe custody of goods between discharge from the ship and delivery to the consignees, are not always in favour of tallies on discharge. It is asserted, however, that goods are often lost while they are in the custody of the dock authority, and it is obvious that if a tally has not been kept on the ship till delivery to the dock company cannot be proved, and the responsibility for loss has to be borne by the shipowner.

That is one point. Another recommendation of the committee is that where holds are open, both in the case of loading and unloading of cargo, there should be a very careful control and supervision exercised by ship's officers or their nominees. Other suggestions are increased care in the issue of goods passes for merchandise removed from docks, and greater stringency in excluding unauthorised persons from entering dock areas.

It is satisfactory to find that the committee has gone into the question with the determination to suggest remedies which can be easily applied to put an end to a really serious evil. If pillage is suffered to go unchecked, it will inflict losses upon shipowners which at any time would have been intolerable, but which under existing conditions will prove a burden too heavy to be borne. All those who are connected with the handling of cargo at any stage, from the moment of its reception to its delivery, should study the report of this Chamber of Shipping Committee. We do not hesitate to say that if the precautions suggested are adopted, and it is certain they cannot be ignored, there ought to be a marked reduction in the amount of claims for pillage which shipping companies are being called upon to bear.

The monetary loss is not, of course, the only aspect of the question which should be taken into account. The disappearance of goods in transit is apart from the financial standpoint, a reflection on the system by which cargo is checked, upon the honesty of a large body of men, and often a grave inconvenience, associated with loss of custom to the consignee or consignee. The thing which matters is that confidence should be restored among those who consign goods for carriage by sea, and this can only be achieved by full delivery of consignments. There will be general agreement that it could be achieved by the checking of the cargo at every stage of hand-

BANK MEETING.

BANK OF EAST ASIA LTD.

An extraordinary general meeting of the Bank of East Asia, Ltd., was held at its registered office, No. 2, Queen's Road Central, at 3.30 p.m., on Saturday for the purpose of considering the following subjoined resolution:

"123 (4) The Directors may from time to time pay to the members such interim dividends as in their judgment the position of the Company justifies."

That article 91 of the Articles of Association of the Company be altered by deleting the word "eleven" in the third line thereof and by adding the word "fifteen" in place thereof.

The meeting was presided over by Mr. Fung Wai Ting, and there were present the Directors of the Company and a number of shareholders.

The Chief Manager, Mr. Kan Tong Po, having read the notice convening the meeting, the Chairman said: "Gentlemen, the subjoined resolution which we are to consider to-day has been made known to you for some time through the notice convening the meeting, and I trust it has your mature consideration. Now, before I move its adoption, I wish to explain to you why such a resolution is necessary. The increased volume of our business has necessitated an increase of our banking capital after June 30, 1921, and it is our intention to balance our accounts on that date, and to distribute among the present shareholders a dividend out of the profits of the current year. But the declaration of dividend in the middle of the year is not stipulated in the Articles of Association, so that it is necessary for a revision of the said Articles in order that the Directors may be empowered to do so. Hence the first part of the subjoined resolution. The second part, because, concurrent with the increase of capital, it is necessary to enlarge the Board by the creation of a few more Directors to represent the interest of the shareholders, and it is our intention to increase the number up to fifteen. I now propose that the subjoined resolution be adopted as proposed."

The motion, on being seconded by Mr. Chow Shou Son, was unanimously carried.

The meeting concluded with the announcement by the Chairman that the resolution thus passed will be submitted for confirmation as a special resolution to a further extraordinary general meeting to be held at 3 p.m. on Saturday, June 25.

ling. If this is done, then if thefts do take place the period at which pillage occurs can be definitely ascertained, and the responsibility placed upon the right shoulders.

Until now, owing to great measure to laxity of control, shipowners have losses for which they were not responsible. Reference was made to this subject in the report of the Imperial Shipping Committee, and it was there stated that pillage was admitted not to be so great on ships or by shipowners' servants as by stevedores, dockers, and others on shore. The decision of the English underwriters not to pay more than 75 per cent of claims arising from pillage led to some improvement in the precautions taken, and the report of the Chamber of Shipping Committee is likely to lead to still greater care being exercised to prevent theft. It will not always be easy, however, to exercise rigid control over stowage and discharge in foreign ports, and it should also be borne in mind that some English port authorities require control of the ship to be given up to them while in dock. These difficulties must not be under-rated.

GENERAL NOTES.

The Pacific Mail a.s. "Colombia" which left this port for San Francisco on Saturday is on her last voyage to Hongkong, having been replaced along with her sister ships the "Ecuador" and the "Venezuela" by the large Shipping Board vessels allotted to the Company.

Salvage operations for refloating the "Allenburg," which foundered off Falloon Shoal on September 3 last year, were resumed last week. As the weather and sea are now favourable for the work it is anticipated that the salvage operations have some chance of meeting with success.

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
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THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

THE DRAGON MOTOR CAR CO.

South China Agents for Locomobile, Marcon, Chandler, Cleveland, Hudson, Essex and Dodge Cars.

REDUCED RATES FOR MOTOR CAR HIRE.

Effective from this date we beg to announce reduced rates for motor car hire, in Hongkong and Kowloon. Following are the new charges:—

SMALL CAR

Seating 4 besides chauffeur.....\$5 per hour
 Waiting.....\$1.00 per hour

LARGE CAR

Seating 6 besides chauffeur.....\$7 per hour
 Waiting.....\$1.50 per hour

LARGE CAR

Seating 6 besides chauffeur.....\$8 per hour
 Locomobile or Marcon cars.....\$2 per hour
 Waiting.....\$1.50 per hour

SEDAN (CLOSED) CAR

Seating 4 besides chauffeur.....\$6 per hour
 Waiting.....\$1.00 per hour

GARAGES

In Hongkong at 24 Des Voeux Road Central, and 157-158 Praya East. Phone 482 & 8552.

In Kowloon at 26 Nathan Road. Phone 482 or K. 226.

PHONE, WRITE or CALL.

June 8th, 1921.

SUPERSTITIONS.

LUCKY BONES.

Did you ever carry a "lucky bone" in your pocket? Many people have, and many people die. On the eastern coast of the United States, and Canada the lucky bone is the head of a serrated bone found in the head of the cod in the Middle Western States. It is the small bone found in the head of the gar. The lucky bone not only brings good fortune but in some sections is supposed to have also a therapeutic value as a preventive of cramps—a most valuable pocket-piece. In southern Europe a fish of silver, or some other material, is worn as a charm against evil eye and other malevolent influences—as lucky amulet. But a bone from a fish's head is just as efficacious and much less ostentatious.

The head being the centre of the fish's mystic life, the little bone in it is well calculated to represent the fish, being its least perishable part, and calculated to retain, therefore, most perfectly the qualities inherent in that body of which it once formed a portion. That, some magic of association by which primitive man

considered the hair, nails, and teeth of a man to retain after severance from him a portion of the characteristics of their former possessor, works with regard to the little bone from the head of the fish. Now the fish, from most ancient times, was the symbol of the reproductive power of water. Water on the fields made the corn grow—gave life to vegetation. A creature that lived in water, like the fish, was an obvious symbol of the reproductive power of the element in which it lived—which had, apparently, given it birth. Isis, the goddess of reproduction, the "Mother of the World" was intimately associated in Egyptian statues and painting with the fish and frequently wears one upon her head instead of the usual disc and horns. The lucky bone has a very ancient and respectable descent.

SAFE SURE ALWAYS CURES. Do not suffer from cramps, colic, or other ailments. Use the lucky bone. It is the most efficacious remedy for all these ailments. You cannot afford to be without it. It is for sale by all chemists and druggists.

BRINGING UP FATHER.



EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

IMPERIAL CABINET.

London, June 11th. General Smuts, accompanied by the Ministers Sir Thomas Smuts and Mr. Meade, has arrived at the meeting of the Imperial Cabinet.

General Smuts, interviewed by Reuter, said that it was most convenient for himself and his colleagues to leave South Africa, where the Union Parliament was at present dealing with most important matters. They only did so because of the importance they attached to the discussion with their British colleagues. For the other Dominion Premiers were much in the same position. He hoped that the sacrifice which the Dominions' people were making in sending their leaders to London would be justified by the results of their labours.

General Smuts did not doubt that the forthcoming meeting was of far-reaching importance for the future of the Empire. It was a situation that affecting the British Commonwealth. It was imperative, as nothing could be more dangerous than uncertainty and vacillation amidst the present perils of the world situation.

Dealing with the situation in South Africa, General Smuts said that a searching test was applied to the people of South Africa by the secession issue. It only deepened their resolve to go forward as a united people in comradeship with other nations of the British Commonwealth. Arising from the defeat of the secessionists the United Party was created, representing both the white races as the guardian of South Africa's national interests. These developments had a far-reaching Imperial significance, clearly indicating the fact that the Union was a unit of the British Commonwealth, and the rights of the Dominions to equal nationhood and Statehood were recognised in the clearest constitutional form without delay.

Dealing with the economic question, General Smuts said that the Union Government had singled out currency and banking reform as the keystone of their economic policy. South Africa's economic position was exceptionally healthy and strong. It had been a matter of satisfaction to the Union Government that their policy of a central bank and gradual deflation of currency was recommended as a model for other countries by the Financial Committee of the League of Nations. The problem at present confronting the Union was to find markets for its raw products. So far, the British home markets had been the Union's chief customer, but the present depression and unhappy uncertainties and dislocations of the British industry were forcing the Union to look to other directions for markets. He was bound to feel that foreign trade was a matter of exchange, and that in order to the Union would inevitably follow its produce to foreign markets. It was a serious consideration for the British industry. He hoped for a speedy return to normal conditions.

IDEALS OF CECIL RHODES.

London, June 11th. Presiding at the annual dinner of the Rhodes Scholarship Trust, at Oxford, Viscount Milner, in the course of an eloquent tribute to Cecil Rhodes, emphasised the fact that the two objects dear to Rhodes throughout his life were unity of the British Empire and indivisible Anglo-American friendship, said that he (Viscount Milner) was certain that Rhodes believed profoundly in the union of the British Empire and the United States of America, and that Rhodes would have been of similar training and traditions, would do more than anything else to strengthen and maintain the moral unity of the English-speaking world, so that it may forever stand together as it did during the war for the defence of a common civilisation, and forever settle differences as family differences by peaceful means in a fraternal spirit.

Lord Col. L. Stennett Amery, M.P., emphasised the immense difficulties and the task of building a group of free, self-governing communities to reach a common policy. He suggested the possibility in the future that independent communities might be synchronised in action not by major votes or a direct federal constitution, but by unity of thought and ideal.

General Smuts said Rhodes wanted to bring together not only the peoples of the British Empire but America, the oldest and the first British dominion, whom they always were proud and grateful to claim as one of themselves. "We feel in our hearts," General Smuts said, "that America is one of us, and whenever, in the future, we come to difficult corners, wherever, however, as they are really at stake in the future, we feel America will be with us and will stand with us." (Cheers.)

DEMPEY-CARPENTIER FIGHT.

New York, June 11th. Inland Revenue Officials calculate making \$50,000 on income-tax, and \$50,000 on the amendment tax in the Dempsey-Carpentier fight.

Dempsey's share of the prize money is estimated at \$75,000, of which over half will go to the Treasury. Carpentier's liability to income-tax is estimated at \$27,000.

TENNIS.

London, June 11th. At Beckenham, in the Doubles semifinal, Hunter and Shimidzu won the match in the fourth round.

In the mixed event, Shimidzu and Miss Hawkins beat Jacob and Miss Shepherd by 6-2, 6-4.

In the final of the Professional Golf Tournament, at Glenside (Glenfithrie), the Americans were eliminated in the early stages, and Abe Mitchell beat the Australian Kirkwood in the final, by 7 up and 6 to play.

PROFESSIONAL GOLF TOURNAMENT.

In the Thousand Guineas Professional Golf Tournament, at Glenside (Glenfithrie), the Americans were eliminated in the early stages, and Abe Mitchell beat the Australian Kirkwood in the final, by 7 up and 6 to play.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

SECOND TEST MATCH.

London, June 11th. The gates at Lord's cricket ground were besieged by crowds unequalled in the history of cricket. The public gates were closed before the start. Thousands were turned away. Among the strugglers for admission before the arrival of His Majesty the King, at noon, were Mr. and Mrs. Asquith and the Australian Prime Minister, Mr. Hughes. With the most difficult the police made way for the Royal car. An hour and a half after the start ticket-holders were still lined up, waiting to crush through the narrow reserved gate. Hundreds of those who had no tickets were outside the other gates waiting for a chance of a vacant seat later in the day.

At Lord's, in brilliant weather, before a crowd of 27,000, the Test match began to-day. England won the toss. It was a perfect wicket, and England made an encouraging start, making 20 runs in 20 minutes. Then disaster overtook the side, and it lost 3 wickets for 25 runs. The first hour's play realised 35 runs. Douglas and Woolley made a determined stand and produced 33 in 104 minutes. After that there was a prostration, with the exception of Woolley, who played splendidly. He went in at the fall of the first wicket and was last out for 57 runs (including 10 fours). Douglas, also, played sound cricket, for 24. Armstrong bowled puzzlingly, in the 1st over he bowled there were 12 maidens, 8 runs were given and one wicket was taken. Mailey took 4 wickets for 55; Macdonald 4 for 51; and Gregory 1 for 51. The fielding was most keen. The innings lasted 4 hours and 20 minutes. The Australians, at the close of play, had made 191 runs for the loss of 3 wickets. Bardsley contributing 50. Despite seven changes of bowling by England, the Australians scored freely.

London, June 11th. In the Test team, Hais, Tennyson, and Dipper replace Mead, Hearn and Fry. The Australians are omitting Ryder, Oldfield, Mayne and Collins.

MINERS' BALLOT.

London, June 11th. The decisions on which the miners have been invited to cast votes have been crystallised into two plain questions in the ballot paper issued by the Federation. The first asks if they favour fighting on for the principles of a National Wages Board and a National Pool, with the loss of the Government subsidy of ten millions, if there is no settlement by June 19th.

The second asks if they favour accepting the Government and experts' terms, as printed at the back of the paper. The particulars show that during the temporary period in which the subsidy of ten millions is applicable to mitigate reductions in wages, the first of such reductions will not exceed 2s. per shift for adults and 1s. for youths. A further reduction, after August 1st, will be mutually agreed upon until the Government grant is exhausted, when the temporary agreement will come to an end. The owners' proposals regarding a permanent scheme are also summarized.

London, June 11th. The cotton dispute conference at Manchester lasted nine hours. The difference between the employers and the employees' figures regarding the proposed reduction in wages, at the start, was 32d. This was later diminished to 11d., namely, the employers desiring 53d. and the employees only 42d. In the end, the reduction, after August 1st, will be mutually agreed upon until the Government grant is exhausted, when the temporary agreement will come to an end. The owners' proposals regarding a permanent scheme are also summarized.

London, June 11th. The Supplementary Civil Service Estimate of £13,200,710 includes £8,380,779 for expenses of establishing food and general transport organisations in connection with the coal stoppage, of which £6,000,000 was for the purchase and fuel of 20,000,000 tons of coal. It also includes £2,000,000 to meet expenditure arising from the Government control of railways. The original estimate for railway agreements liquidation was £300,000,000, but an extra nine millions was necessary to meet the deficiency in the receipts of railways owing to coal stoppage and trade depression.

SCULLING CHAMPIONSHIP.

BIRMINGHAM (NEW ZEALAND), June 11th. In the world's sculling championship race, on the Wairua river, Armstrong defeated Hannan by three lengths easily in 22 minutes.

DISARMAMENT PROBLEM.

WASHINGTON, June 11th. An informal statement says that favourable responses have been received from several Governments to whom the United States recently informally suggested international disarmament negotiations.

WORLD'S FINANCE.

WASHINGTON, June 11th. It is understood that groups of American and international bankers have given an assurance to the Government that American officials' sanction will be sought in all future dealings affecting the world financial situation.

GREEK SHIPPING DISASTER.

ATHENS, June 11th. The fears of the owners of the *Boukoulas* as to the extent of the disaster have been confirmed. Reuter's Smyrna correspondent says that two out of a crew of 25 were saved, but he does not mention any passengers.

U.S. IMMIGRATION.

WASHINGTON, June 11th. The immigration problem arising out of the fact that many immigrants were already on their way when the new immigration law came into force will be overcome if the House of Representatives endorses the favourable report of their Immigration Committee permitting landing all who embarked for America before June 30th.

Mr. Johnson points out that it would not affect the total authorized in the course of a year.

BANKS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL..... U.S. \$ 4,000,000
RESERVE FUNDS..... U.S. \$ 1,489,000

HEAD OFFICE..... NEW YORK
BRANCH..... SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT..... SHANGHAI

BRANCHES:
CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR,
Manager.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.
Quarter hour..... 10 cents
Half hour..... 20
One hour..... 30
Two hours..... 50
Three hours..... 70
Four hours..... 90
Day (6 a.m. to 6 p.m.)..... \$1.00
If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour..... 0.80 cents
Three hours..... 1.50
Six hours..... 2.50
Day (6 a.m. to 6 p.m.)..... 2.00

III.—In the Hill District.

With 2 Bearers, With 4 Bearers.
Quarter hour..... \$0.15
Half hour..... 0.30
One hour..... 0.50
Two hours..... 0.80
Three hours..... 1.00
Six hours..... 1.50
Day (6 a.m. to 6 p.m.)..... 2.00

RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.
Ten minutes..... 5 cents
Quarter hour..... 10
Half hour..... 15
One hour..... 20
Every subsequent hour..... 20

II.—In Kowloon.

Twenty cents shall be added for each extra hour, or part of an hour if the hire causes the journey to take longer than—
4th mile..... 75 cents—1 hour
5th mile..... 1.00—2 hours
6th mile..... 1.25—3 hours
7th mile..... 1.50—4 hours
8th mile..... 1.75—5 hours
9th mile..... 2.00—6 hours
10th mile..... 2.25—7 hours
11th mile..... 2.50—8 hours
12th mile..... 2.75—9 hours
13th mile..... 3.00—10 hours
14th mile..... 3.25—11 hours
15th mile..... 3.50—12 hours

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from 12m 30s (min).

EXCHANGE.

Hongkong, June 13, 1921.

On London..... 27-1
On demand..... 27-1
On 30 days sight..... 27-1
On 4 months sight..... 27-1
On 6 months sight..... 27-1
On 9 months sight..... 27-1
On 12 months sight..... 27-1
On 15 months sight..... 27-1
On 18 months sight..... 27-1
On 21 months sight..... 27-1
On 24 months sight..... 27-1
On 27 months sight..... 27-1
On 30 months sight..... 27-1
On 33 months sight..... 27-1
On 36 months sight..... 27-1
On 39 months sight..... 27-1
On 42 months sight..... 27-1
On 45 months sight..... 27-1
On 48 months sight..... 27-1
On 51 months sight..... 27-1
On 54 months sight..... 27-1
On 57 months sight..... 27-1
On 60 months sight..... 27-1

On New York.

On demand..... 63
On 30 days sight..... 63
On 60 days sight..... 63
On 90 days sight..... 63
On 120 days sight..... 63
On 150 days sight..... 63
On 180 days sight..... 63
On 210 days sight..... 63
On 240 days sight..... 63
On 270 days sight..... 63
On 300 days sight..... 63
On 330 days sight..... 63
On 360 days sight..... 63
On 390 days sight..... 63
On 420 days sight..... 63
On 450 days sight..... 63
On 480 days sight..... 63
On 510 days sight..... 63
On 540 days sight..... 63
On 570 days sight..... 63
On 600 days sight..... 63

On Bombay.

On demand..... 50
On 30 days sight..... 50
On 60 days sight..... 50
On 90 days sight..... 50
On 120 days sight..... 50
On 150 days sight..... 50
On 180 days sight..... 50
On 210 days sight..... 50
On 240 days sight..... 50
On 270 days sight..... 50
On 300 days sight..... 50
On 330 days sight..... 50
On 360 days sight..... 50
On 390 days sight..... 50
On 420 days sight..... 50
On 450 days sight..... 50
On 480 days sight..... 50
On 510 days sight..... 50
On 540 days sight..... 50
On 570 days sight..... 50
On 600 days sight..... 50

On Calcutta.

On demand..... 20
On 30 days sight..... 20
On 60 days sight..... 20
On 90 days sight..... 20
On 120 days sight..... 20
On 150 days sight..... 20
On 180 days sight..... 20
On 210 days sight..... 20
On 240 days sight..... 20
On 270 days sight..... 20
On 300 days sight..... 20
On 330 days sight..... 20
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On 390 days sight..... 20
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On 480 days sight..... 20
On 510 days sight..... 20
On 540 days sight..... 20
On 570 days sight..... 20
On 600 days sight..... 20

On Singapore.

On demand..... 11 1/2
On 30 days sight..... 11 1/2
On 60 days sight..... 11 1/2
On 90 days sight..... 11 1/2
On 120 days sight..... 11 1/2
On 150 days sight..... 11 1/2
On 180 days sight..... 11 1/2
On 210 days sight..... 11 1/2
On 240 days sight..... 11 1/2
On 270 days sight..... 11 1/2
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On 330 days sight..... 11 1/2
On 360 days sight..... 11 1/2
On 390 days sight..... 11 1/2
On 420 days sight..... 11 1/2
On 450 days sight..... 11 1/2
On 480 days sight..... 11 1/2
On 510 days sight..... 11 1/2
On 540 days sight..... 11 1/2
On 570 days sight..... 11 1/2
On 600 days sight..... 11 1/2

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 a.m. to 9.30 a.m. 10
9.30 a.m. to 11.00 a.m. 15
11.30 a.m. to 12.30 p.m. 15
12.30 p.m. to 1.30 p.m. 15
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